



2007 Extreme Dirt Track ATVA Nationals

supplemental rules



All rules in the 2007 AMA Sports rule book will govern these events unless set forth in these supplementals.

RIDER ELIGIBILITY

All current ATVA Competition members or AMA full memberships, in good standing and who meet the necessary age requirements, on or before the date of the event for the classes they are entering. Riders that change age during the season may stay in the class they started the year in, or may advance, points accumulated to that point *do not* advance with the rider to the new class.

Pro Classification

Pro riders are eligible to compete in Pro and Pro Am classes. Any "A" class rider who declares themselves as Pro by entering the Pro class must remain in that class for the remainder of the year. In *non-national* competition, Pro riders must enter in the highest classes available. Pro riders wanting to return to the "A" class in National competition must wait one calendar year. During that year they are allowed to compete in Pro Am classes only. See Rider Advancement below.

Pro Am Classes

Pro, "A", 16-24 yrs. 25+ Veteran and senior class riders may compete in the Pro Am classes. Pro Am riders *may not* compete in any "B" or "C" classes. See Rider Advancement below.

Rider Classification

Riders shall be classified the same as local AMA/ATVA District participation or local non-AMA/ATVA, TT participation. Riders who participate in a higher level of classification at any local AMA or non AMA event will be considered as advanced to that higher classification.

***Rider Advancement** If a Pro, Pro Am, Amateur or youth rider feels they should be advanced sooner to a higher classification, the rider must submit a written request to ATVA, and provide justification to be advanced.

***Pro**; To be eligible to race in the Pro class, a rider must have finished in the top 33%, in a minimum of 3, Pro Am meets at an Extreme Dirt Track ATVA National, within a 12 month period.

***Amateur** ; A rider must compete one season as an amateur to be eligible to move up to Pro Am.

***Youth**; The highest class youth riders may advance in a single season is to amateur A

NATIONAL CLASSES

Pro & Pro Am (MUST BE 16 YEARS AND OLDER)

Class #1 - Pro (450cc max. 4-stroke Production ATV) **See #4**

Class #2 - Pro Am Unlimited (91cc-Open) **See #3**

Class #3 - Pro Am Production (450cc 4-stroke max. Production ATV) **See #4**

Amateur (MUST BE 16 YEARS AND OLDER)

Class #4 - 91cc-265 A (265cc max. 2-stroke & 450cc max. 4-stroke) **See #3**

Class #5 - 91cc-265 B (265cc max. 2-stroke & 450cc max. 4-stroke) **See #3**

Class #6 - 91cc-265 C (265cc max. 2-stroke & 450cc max. 4-stroke) **See #3**

***Class #7** - Open (266cc min. open 2-stroke & 451cc min. open 4-stroke) **See #3**

Class #8 - 4-Stroke A (91cc-450cc max.) **See #3**

Class #9 - 4-Stroke B (91cc-450cc max.) **See #3**

Class #10 - 4-Stroke C (91cc-450cc max.) **See #3**

Class #11 - Production A (91cc-450cc max. 4-stroke production ATV) **See #4**

Class #12 - Production B (91cc-450cc max. 4-stroke production ATV) **See #4**

Class #13 - Production C (91cc-450cc max. 4-stroke production ATV) **See #4**

Class #14 - 16 to 24 years (91cc-Open) **See #3**

Class #15 - Plus 25 (91cc-Open) **See #3**

Class #16 - Veteran 30+ years (91cc-Open) **See #3**

Class #17 - Senior 40+ years (91cc-Open) **See #3**

Class #18 - Women (91cc-450cc max. 4-stroke production) ATV **See #4**

Youth Classes (PROOF OF AGE REQUIRED) *No downsizing of engines to meet any youth class cc. limits*

Class #19 - Youth Production (200cc max. 2-stroke & 300cc max. 4-stroke) (13-15 years) **See #4**

***Class #20** - 71cc-90 Production **AUTO** (90 cc max.2-stroke & 125cc max. 4-stroke) (8-15 years) **See #4- #10**

***Class #21** - 71cc-90 Production **CVT, belt drive only** (90 cc max.2-stroke & 125cc max. 4-stroke) (8-15 years) **See #4- #10**

Class #22- 71cc-90cc Modified (90cc max. 2-stroke & 125cc max. 4-stroke) (8-15 years) **See #3**

Class #23 - 51cc-70cc **Shifter** (70cc max.) (6-11 years) **See #3**

Class #24 - 51cc-70cc Production **AUTO** (70cc. max.) (6-11 years) **See #4 - #10**

***Class #25** - 0-50cc Single Speed Production (6-8 years) **See #4**

***Class #26** - 0-50cc Production **CVT-belt drive only** (6-8 years)

Class #27 - 0-50cc Stock Limited (4-6 years) **See #1**

*1. 50 Stock Limited; limited to production ATVs 41"max. width, 41" max. wheel base, max. 4" Suspension travel. The following *may* be changed from stock: tires, wheels (must not change stock width) internal portions of the motor, spark arrestor may be removed (must still meet 99db) sprockets, gearing, clutch, twist throttle, handlebars, grips, handle bar pads, front bumper, rear grab bar and jetting. Air box lid may be removed or modified. Fenders may be trimmed, manufacturer installed parental speed limiting devices may be removed. Nerf bars or suitable floorboards are required. No other modifications are allowed *INCLUDING* carburetors, oil injection, air box, air filter, gas tank, exhaust systems, wheel base, width, rear axel, A-arms, steering dampner, shocks and suspension. To accommodate the 50cc class promoters may use a shortened or separate track as necessary. Knobby tires allowed.

2. Machines may be used in multiple classes by the same rider provided that both rider and ATV meet the requirements of the class.

AWARDS/PURSE

Pro purse = \$6,000.00 (top 10 riders)

Pro Am= 80% of entry fee

Amateur & youth classes Top 10 = awards

ENTRY FEES

Pro \$100 plus gate fee

Pro Am \$85 plus gate fee

Amateur & Youth \$40 plus gate fee

"B" & "C" Class Riders (important note)

In the final GNC series standings, the riders finishing 1st, 2nd and 3rd in the "B" & "C" classes, will be advanced to next higher class.

*Subject to review by staff or appeal process

3. All engines used in sanctioned ATV competition must be production model ATV engines or single cylinder production model motorcycle engines available for sale to the general public. The complete engine which a rider has qualified may be changed, provided that it is replaced with an engine of the same make, model and displacement. Custom frames are allowed.
4. **Production Classes** Stock frame and ATV engine cases from the original manufacturer of that make and model must be used. OEM frames may have material added for strength. These changes shall not affect frame geometry. Only bolt on components allowed.
5. All youth riders must fit the ATV. With rider in normal riding position, with hands on handlebars, there must be a bend in the elbows, fingers must reach all control levers. Rider in a standing position on foot pegs must have 3 inches of space between seat and rider inseam.
6. Random equipment inspections may be done at the Nationals and may include fuel, sound, 50 inch width and displacement.
7. All ATV's must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814, with the following clarifications: (a) Specific gravity must fall within the range: .700 - .765 at 60 degrees F (b) The maximum oxygen content is 2.8% m/m (c) The only allowable oxygenates are ethers and alcohols, as listed and characterized for oxygen mass fraction in ASTM D4814. Epoxides (i.e. Propylene oxide) will not be considered ethers. Nitrogen-bearing compounds are not allowed (d) Lubrication additives are permitted provided the resulting mixture will meet all other requirements (e) Samples for lab analysis may be taken anytime during a meet from a competitor's fuel tank at the discretion of the meet referee (f) Any rider found with illegal fuel will lose all points earned for that meet and be fined \$200.00 payable to AMA.
8. An engine may be bored or stroked, to change displacement classes, but must not exceed the class limit. Example, 400cc engine may be increased to a maximum of 450cc. There is no .080 inches overbore allowed, over the class limit.
9. All ATV's must have dirt track tires (except 50cc), nerf bars or suitable floorboards, working tether cord, maximum width of 50", all glass covered, control levers must have ball ends, engine size stamped on engine and axel nuts must have cotter pins or clips,
10. Transmissions in 90, 70 and 50 Production classes, limited to automatic and auto clutch. No manual clutches allowed.

*11. **ALL** ATVs must not exceed 99db ,as measured by the stationary sound test procedures, SAE J1287 If a violation is deemed by the referee, a warning or fine may be imposed prior to a disqualification.

NUMBER PLATES; All ATVs in National competition must have a vertical number plate mounted on the front bumper and rear grab bar and may not be cut down for cosmetic purposes. For single and two digit numbers, the plate may be mounted vertically and for three digits numbers the plate must be mounted horizontally for better clarity and scoring purposes. The numbers shall be a minimum of 6" block numbers (no shading or outlining). The number plates and numbers must be the following colors, clear, legible and have a professional appearance. No other letters or symbol may be used (i.e. X,T,N, /,etc.) The number plates may not be mounted to the handlebars for safety. Wood or metal number plates are not allowed. The top or bottom two inches of the number plate may be used for sponsor or rider name. Pro classes only must use royal blue number plates with white letters. Pro-Am and "A"-class riders must use white background and black numbers. "B" riders must use red with white numbers. "C" riders must use yellow background with black numbers. All age groups, 200/300 and youth classes, must use black with white numbers.

National Reserved Numbers; The top 10 numbers for each class are reserved for those riders wishing to use the number that corresponds with their finishing position in the previous year. Nationally reserved numbers (between 11-999) on file with the ATVA will take precedence over local rider's numbers with the same number in the same class.

POINTS SCHEDULE; All championships will be based on the following point's schedule. Only the riders in the main event will receive points. No more than 20 riders will participate in the main event. To be eligible for year end National awards, riders must have scored points in at least 2 meets in the series.

1 st – 30 points	5 th – 16 points	9 th – 12 points	13 th – 8 points	17 th – 4 points
2 nd – 25	6 th – 15	10 th – 11	14 th – 7	18 th – 3
3 rd – 21	7 th – 14	11 th – 10	15 th – 6	19 th – 2
4 th – 18	8 th – 13	12 th – 9	16 th – 5	20 th – 1

- (Pro Class)** The Pro classes will be determined by points accumulated from **all** meets in the series.
(Pro-Am, Amateur) The Pro-Am and Amateur classes will be determined by points accumulated from **one** less than all meets in the series.
***(Youth Classes)** Youth classes will be determined by points accumulated from **two** less than all meets in the series

RACE PROCEDURE; All events will run qualifying heats and a main event, the number of riders in heats will be determined by track width, with a minimum of 56" per machine, all riders in heats will get a front row start. A rider must start in a heat or consolation race to qualify for the main. If there are more riders in a class than can be accommodated on the starting line multiple heats and LCQ's will be run. Riders will be divided into equal groups based on current point standings to prevent all the best riders in one heat. Heats will be timed, the winner of the fastest heat will get first pick in the main and the winner of the next fastest heat will get second pick for the main. An equal number of riders from each heat will transfer to the main, leaving a fewer number to transfer from the LCQ's. No more than 20 riders will participate in the main. Starting lines must be 24' apart, with the penalty line 24' behind the last starting line. A rider must be ready when called to the starting area. If not ready, he is allowed two minutes after the starters call to make minor repairs. Afterward, if he still is not ready, he is excluded from the event. Any rider whose tire crosses the front line before the start will be moved to the penalty line and the position left vacant on any subsequent start or restart of the race. Facilities permitting, the referee may use light or flags to start a race. Any race stopped with two laps or less completed will require a complete restart in the original positions. If, in the referees opinion, it is necessary to stop an event after at least 60 percent of the total distance has been covered, the race may be considered completed. Riders will be scored according to their position on the lap preceding the one during which they were red flagged. If it is necessary to stop a race, the race may be considered completed and riders will be scored according to their position on the lap preceding the one during which they were red flagged. At the referees discretion, the race may be resumed and riders will be started in single file in the positions they held on the lap before the event was stopped. When an event is stopped before being completed, riders only, not the machine may return to their pit areas for repairs or adjustments. Riders, however, must be in their assigned positions and ready to race four minutes after the red flag (eight minutes during final events) or when the track is safe for racing. If a race was stopped because riders were down, the first rider down is placed last in the restart, etc., with the last rider down behind the last rider who did not fall. If for any reason a rider does not complete the red-flagged lap, he too will be placed in the rear of the restart in a position respective of his stoppage. If the race is called complete the riders will be scored in the position in which they would have restarted. A rider who was determined by the referee of the event to be the primary cause for the event being stopped will be required to restart from the penalty line.